

NETWORK SERVICE PLAN

Network Operating Requirements

All locomotives and trains operating on the V/Line Network as defined by the Regional Infrastructure Lease shall comply with all of the following operational limitations regarding:

- Maximum Authorised Vehicle Loading Outlines
- Maximum Authorised Vehicle Axle Loading Limits
- Maximum Authorised Speed Of Trains
- Special Speed Restrictions
- Maximum Authorised Length of Trains
- Ruling Grade Loads and Permissible Overloading of Trains
- Other General Operational Limitations

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1. MAXIMUM AUTHORISED LOADING OUTLINES

The loading of all vehicles operating within the Network, or passing through the Network to or from other systems, shall be:

1. Enclosed entirely within the confines of an approved vehicle.
2. Secured within the dimension of the Maximum Loading Outline, including all lashings, chains and other equipment used to secure the load. (Refer Maximum Loading for Container Traffic).
3. Enclosed entirely within the confines of authorised container traffic. (Refer Maximum Loading for Container Traffic).

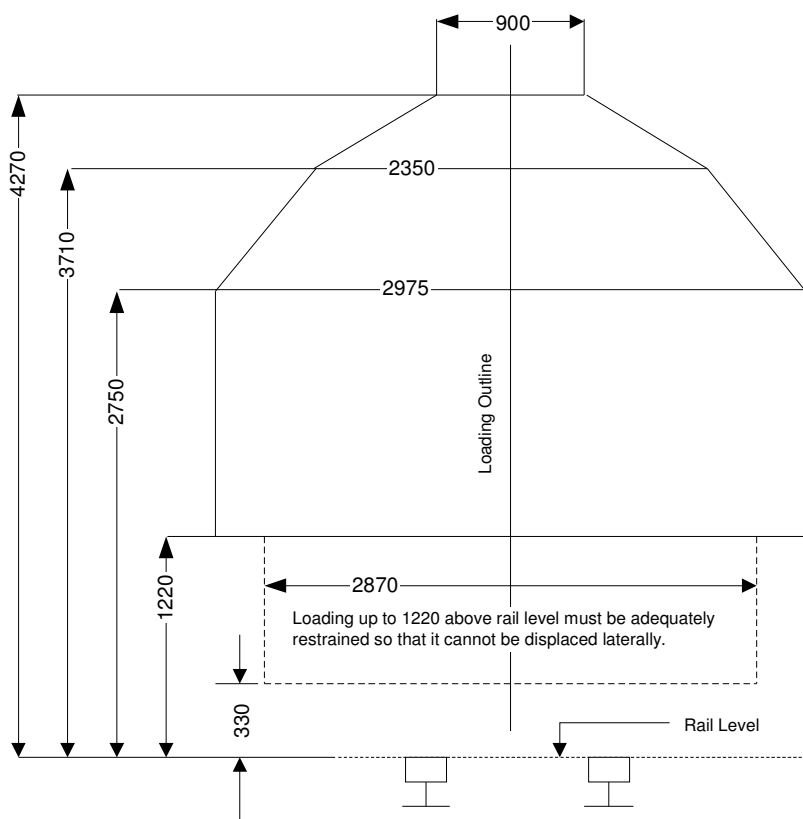
Any loading exceeding the above limits shall be treated as 'Out of Gauge' loading in accordance with the Out Of Gauge Loading provisions.

OUT OF GAUGE LOADING

ALL Special or unusual loading to be conveyed over the Network under special conditions must have the prior approval of the Operations Manager, Regional Network and Access – Telephone (03) 8414 8578 (ISDN 8578).

MAXIMUM LOADING OUTLINE

Maximum Load Outline Diagram for Broad Gauge Lines (1600mm) and Standard Gauge Lines (1435 mm) within the Network and for all traffic passing through the Network.



NOTES

- All dimensions in millimeters.

The Maximum Load Outline Diagram is based on Freight rolling stock built with maximum dimensions not exceeding 22850mm in length; 2970mm in width; 16150mm bogie centres.

- The full lines indicate the limit of movable loading and dotted lines the limits of movable loading placed and conveyed on special low wagons.
- Loading must not project more than 155mm over the wagon at each end.
- All lashings, chains and other equipment used for securing movable loading for conveyance must be within this 'Maximum Loading Outline'.

1. MAXIMUM AUTHORISED LOADING OUTLINES

MAXIMUM LOADING PROFILE FOR CONTAINER TRAFFIC

The maximum authorised loading for container traffic operating at line speed (subject to any lesser speed restriction) throughout the Network is restricted to either:

1. Containers not wider than 2440mm and total height above rail of the deck plus container not higher than 3870mm.
2. Containers not wider than 2502mm and total height above rail of the deck plus container not higher than 3835mm

This maximum authorised loading profile for container traffic shall only be exceeded in accordance with the Permissible Over Height Container Traffic provisions specified in the following section of the Network Operating Requirements.

PERMISSIBLE OVER HEIGHT CONTAINER TRAFFIC

STANDARD GAUGE LINES

1. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including 1130mm above rail level on the following Standard Gauge lines only:

MURTOA – WARRACKNABEAL

OTHER COMBINATIONS WHERE THE TOTAL HEIGHT ABOVE RAIL LEVEL OF THE WAGON DECK PLUS CONTAINER DOES NOT EXCEED **4026MM** ARE ALSO PERMITTED (MAXIMUM CONTAINER WIDTH 2502MM).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4320mm above rail and 3500 mm wide.

BROAD GAUGE LINES

Over height container traffic is not permitted between **ALBION – BENDIGO** or on any other line not authorised below for their movement.

Over height containers may be transported subject to the following conditions on the specified lines:

1. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1194mm** above rail level on the following Broad Gauge lines only:

*DYNON – SUNSHINE – BACCHUS MARSH – BALLARAT
DYNON – BROOKLYN – NORTH GEELONG – GHERINGHAP – WARRENHEIP
NORTH GEELONG – GEELONG STATION YARD
BALLARAT – DUNOLLY – OUYEN – MILDURA – MERBEIN*

(Note: shall not operate on the passenger platform road at Donald and the freight shed road at Birchip.)

*OUYEN – PANITYA
DUNOLLY – INGLEWOOD – BOORT
INGLEWOOD – BENDIGO – ECHUCA – DENILQUIN*

Note Other combinations where the total height above rail level of the wagon deck plus container does not exceed 4090mm are also permitted. (Maximum container width 2502mm).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4390mm above rail and 3500 mm wide.

2. Containers not wider than 2502mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1111mm** above rail level, on the following Broad Gauge lines only:

*DYNON – SEYMOUR
SEYMOUR – TOCUMWAL*

Note Other combinations where the total height above rail level of the wagon deck plus container does not exceed 4007mm are also permitted. (Maximum container width 2502 mm)

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1. MAXIMUM AUTHORISED LOADING OUTLINES

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4300mm above rail and 3500 mm wide.

3. Containers not wider than 2502mm and not higher than 3000mm (9' 10")

May be transported at line speed on approved wagons with a deck height of up to and including **1060mm** above rail level, on the following Broad Gauge lines only:

DYNON – SALE
MARYVALE SIDING – MARYVALE MILL

Note Other combinations where the total height above rail level of the wagon deck plus container does not exceed **4060mm** are also permitted. (Maximum container width **2502 mm**).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4360mm above rail and 3500 mm wide.

This over height container traffic shall **ONLY** be routed as follows between South Dynon / Dynon and Richmond Junction:

VIA – MAIN GOODS LINE AT VIADUCT JUNCTION, THROUGH SUBURBAN LINES, NUMBER 9A AND 9A EAST ROADS FLINDERS STREET, SANDRINGHAM LINES FLINDERS STREET – RICHMOND JUNCTION.

This over height container traffic shall not operate on the Freight Shed Road at Warragul.

This over height container traffic may operate through the Bunbury Street Tunnel between Dynon and Tottenham subject to a maximum speed of 15km/h.

4. Containers not wider than 2502mm and not higher than 3200mm (10' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1022mm** above rail level, on the following Broad Gauge lines only:

DYNON – MARYVALE SIDING
MARYVALE SIDING – MARYVALE MILL

Note Other combinations where the total height above rail level of the wagon deck plus container does not exceed **4222mm** are also permitted. (Maximum container width **2502 mm**).

For clearance inspection the critical section of the Kinematics Rolling Stock Outline plus 200mm is the top of a rectangle, 4620mm above rail and 3520 mm wide.

The operation of these containers is limited to Train Nos:

9461 – Sunday thru Saturday
9462 – Sunday, Tuesday thru Saturday
9464 – Saturday

This over height container traffic shall **ONLY** be routed as follows between South Dynon / Dynon and Richmond Junction:

VIA – MAIN GOODS LINE AT VIADUCT JUNCTION, THROUGH SUBURBAN LINES, NUMBER 9A AND 9A EAST ROADS FLINDERS STREET, SANDRINGHAM LINES FLINDERS STREET – RICHMOND JUNCTION.

This over height container traffic shall not operate on the Freight Shed Road at Warragul.

5. Containers not wider than 2440mm and not higher than 2896mm (9' 6")

May be transported at line speed on approved wagons with a deck height of up to and including **1060mm** above rail level, on the following Broad Gauge lines only:

GEELONG (DOWN END OF TUNNEL) – DENNINGTON

This over height traffic may operate through Geelong Tunnel between Geelong and South Geelong subject to a maximum speed of 20 km/h for the complete train through tunnel.

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2. MAXIMUM AUTHORISED VEHICLE AXLE LOADING LIMITS

The mass per freight vehicle on the Network **SHALL NOT EXCEED** 76 tonnes gross unless otherwise published.

The axle load of articulated freight vehicles **SHALL NOT EXCEED** 19 tonnes gross.

Exception:

- The mass per freight vehicle for Standard Gauge trains only from North Geelong C Box and return via the Grain Loop **SHALL NOT EXCEED** 92 tonnes gross or an axle load of 23 tonnes.

This maximum authorised gross mass per Freight vehicle or gross axle load limit as applicable may be exceeded on the Network only in accordance with the Permissible Overload Provisions specified.

The maximum authorised gross mass of an individual Freight vehicle specified in the Addenda shall apply where it is less than 76 tonnes gross. (Gross Mass = Mass Tare Mass + Nominal Carrying Capacity).

PERMISSIBLE OVERLOAD PROVISIONS

Freight vehicles may be overloaded up to 80 tonnes gross (or up to 20 tonnes gross axle loads where appropriate) on the Network providing:

- (i) The Freight vehicle is authorised to be loaded up to 80 tonnes gross.
(Refer Remarks / Restrictions column of Particulars of Bogie Freight Vehicles in the Addenda for vehicles authorised for overloading).
- (ii) The train speed is restricted to a maximum of 80km/h. (Subject to any lesser speed restrictions).
- (iii) The Freight vehicle shall only be operated over corridors authorised for 80 tonnes gross operation.

AUTHORISED CORRIDORS

Corridors Authorised for Vehicles Loaded to 80 Tonnes Gross and Operate At 80km/H Maximum Speed.

STANDARD GAUGE LINES

NIL

BROAD GAUGE LINES

DYNON – SEYMOUR (VIA ALBION)
DYNON – NORTH GEELONG – WAURN PONDS
DYNON – BACCHUS MARSH – BALLARAT
NORTH GEELONG – BALLARAT
BALLARAT – MERBEIN (container flats only)
DYNON – BENDIGO – ECHUCA (container flats only)
DYNON – TRARALGON – including MARYVALE MILL

OVERLOADING OF FREIGHT VEHICLES IN EXCESS OF 80 TONNES GROSS (OR 20 TONNES GROSS AXLE LOAD WHERE APPROPRIATE) IS NOT PERMITTED ON THE NETWORK

SPECIAL NOTES

The maximum Ruling Grade Load for the train shall not be exceeded (refer Section 6).

The re-stencilling of Freight vehicles stencilled with a capacity of 76 tonnes gross will not be changed for the present.

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3. MAXIMUM AUTHORISED SPEED OF TRAINS

The maximum authorised speed of a train is the speed specified for the line section, type of train and class of locomotive hauling it in the **Locomotive or Train Speeds, Classes of Locomotives Allowed to run** tables contained in each of the Train Operating Data documents.

For multiple locomotive trains, the lowest speed specified for any one locomotive in the train consist shall be used.

This maximum authorised speed shall be reduced by any of the following qualifications:

- Lowest maximum vehicle speed** – Before commencing any journey or at any other location where the consist of the train is altered, the Driver must confer with the Second Person or Trainee Driver (where applicable) to identify the vehicle (including locomotives) with the lowest maximum permitted speed. Refer to Locomotive and Rolling Stock Data in the Addenda.

Locomotives and Rolling Stock listed in the Addenda are authorised to operate on the Network.

Approval for new, reclassified or altered Locomotives or Rolling Stock to operate on the Network must be given by the Operations Manager, Regional Network and Access – Telephone (03) 8414 8737 (ISDN 8737).

- Signals** – The provisions of section 2 of the Book of Rules and Operating Procedures 1994.
- Special Speed Restrictions** – As specified in Section 4 – Special Speed Restrictions.
- Temporary Speed Restrictions** – As specified in the Weekly Operational Notice, 'TS' circulars and as displayed beside the track.

EXCESSIVE TEMPERATURES

When it is determined by the Manager Train Control when **EXCESSIVE TEMPERATURES HAVE BEEN FORECAST** that speed restrictions, are required in accordance with Operating Procedure 30, Section 30 of the Book of Rules and Operating Procedures, the following speeds will apply between the hours of 1200 and 2000.

LINE SECTION		WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
ARARAT – MARYBOROUGH	Ararat - Maryborough (SG) ♦♦	33		
BARNES – MOULAMEIN	Barnes - Moulamein ♦♦	33		
BENDIGO – ECHUCA	Bendigo - Nth Bendigo Junction	36	55	70
	Nth Bendigo Junction - Echuca	36	50	70
MOOLORT – MARYBOROUGH	Moolort - Maryborough ♦♦	33		
DONNYBROOK – SEYMOUR	Donnybrook – Seymour	36	65	90
DIMBOOLA – YAAPEET	Dimboola - Jeparit(SG) ♥	33		
	Jeparit - Ellam (SG) ♥	33		
	Ellam - Yaaapeet (SG) ♥	33		
DUNOLLY – ROBINVALE	Dunolly - Inglewood	36	40	
	Inglewood - Korongvale	36	40	
	Korongvale - Boort	36	40	
	Boort - Manangatang	36	40	
	Manangatang - Robinvale ♥♦	33		
EAGLEHAWK - INGLEWOOD	Eaglehawk - Inglewood ♥♦	33		
ECHUCA – DENILIQVIN	Echuca – Deniliquin	33	30	
KORONG VALE – MITTYACK	Korong Vale - Sea Lake Wheat Board	36	40	
	Sea Lake Wheat Board - Mittyack ♥♦	33		
MELBOURNE METRO LINES	Sunshine - Brooklyn	33	30	
	Ind Goods Dudley St - Sunshine U & D	33	20	
	Newport - Brooklyn West Line	33	30	
MURTOA – HOPETOUN	Murtoa - Warracknabeal (SG)	33	40	
	Warracknabeal - Hopetoun (SG)	33	40	
NTH BENDIGO JUNCTION – PIANGIL	Nth Bendigo Junction - Eaglehawk	36	55	55
	Eaglehawk - Pyramid	36	65	90
	Pyramid - Swan Hill	36	65	80
	Swan Hill - Piangil	36	40	
NORTH GEELONG – YELTA	Nth Geelong - Nth Ballarat	36	65	
	Nth Ballarat Junction - Maryborough	36	65	70
	Maryborough – Dunolly	36	65	
	Dunolly - Donald	36	65	
	Donald - Mildura	36	60	
	Mildura - Yelta	36	30	

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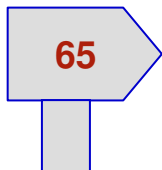
3. MAXIMUM AUTHORISED SPEED OF TRAINS

LINE SECTION		WOLO TEMPERATURE	WOLO SPEED FREIGHT	WOLO SPEED PASSENGER
OUYEN – PANITYA	Ouyen - Murrayville	33	30	
	Murrayville - Panitya ♦ ♥	33		
PAKENHAM – BAIRNSDALE	Pakenham - Traralgon	36	65	90
	Traralgon - Bairnsdale	36	65	90
SEYMOUR – TOCUMWAL	Seymour - Shepparton	36	65	80
	Shepparton - Strathmerton	33	40	
	Strathmerton - Tocumwal	33	30	
SHEPPARTON – DOOKIE	Shepparton - Dookie ♥ ♦	33		
SUNSHINE – ARARAT	Sunshine - Ararat	36	65	90
SUNBURY - BENDIGO	Sunbury - Bendigo	36	65	90
TOOLAMBA – ECHUCA	Toolamba – Echuca ♥ ♦	33		
WERRIBEE – DENNINGTON	Werribee - Colac	36	65	90
	Colac - Warrnambool	36	65	90
	Warrnambool - Dennington	36	10	

Note ♦ Services Suspended on Corridor
♥ WOLO – No Trains

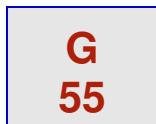
4. SPECIAL SPEED RESTRICTIONS

CURVE SPEED BOARDS

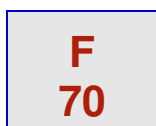


Every curve (except those within crossing work) with a geometry requiring the maximum speed to be reduced below the maximum authorised for any train is indicated by a Curve Speed Board (see diagram at left). The number shown on the Curve Speed Board indicates in kilometres per hour the maximum speed allowed when travelling around the curve. The train shall not accelerate until the entire train is clear of the curve. The Curve Speed Boards are located on the left-hand side of the track facing the driver at both ends of the curve.

SPEED BOARDS

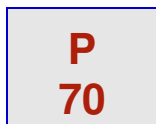


At particular locations a speed board (see diagrams at left) may be placed on the line at a suitable distance before reaching the next fixed signal. This indicates that the train speed shall be promptly reduced to not more than the figure in kilometres per hour shown on the board until sighting the next fixed signal. The train shall then proceed according to the aspect displayed on the next fixed signal.



The letter prefixes above the number displayed indicates to which type of train the speed restriction applies to:

G – applies for Freight Trains with vehicles in the consist with a last letter classification of 'A' or 'Z'.



F – applies for Freight Trains that have **NO** vehicles in the consist with a last letter classification of 'A' or 'Z'.

P – applies for Passenger trains.

SPEED OVER CROSSING WORK

The speed of locomotives and trains operating through all stations, crossing loops, junctions or junctions on through running lines shall be:

DESCRIPTION	MAXIMUM SPEED KM/H
Over facing points held by hand	15
All locomotives or train movements to or from all siding roads shall be deemed to be shunting operations, i.e. maximum speed when running on, to or from non-through running lines (siding).	15
Over facing points worked from an interlocking frame or otherwise securely fastened, or over trailing points:	
i. When running to or from (other through running) lines diverging from the straight track	40
ii. When running on the straight track	Line Speed for train type
Through Running Lines shall include only the primary through running road(s) and the designated crossing road(s) for safeworking purposes.	

(Except where otherwise specified under 'Special Speed Restrictions' in Train Operating Data or restricted by crossing work diverging movement speed boards).

OTHER SPECIAL SPEED RESTRICTIONS	MAXIMUM SPEED KM/H
Locomotives and Trains Involved in Shunting Operations	15
When entering the platform at any station at which the train has to stop	25
In the following circumstances a train must be brought to a stand:	
• When a Driver is receiving a Train Staff Ticket or Train Order, the train shall be brought to a stand and the Train Staff Ticket or Train Order examined.	0
• When a Driver is exchanging a staff with a Signaller standing at ground level, the train shall be brought to a stand in order that the exchange may be affected safely.	0
• 'S' Class diesel electric locomotives hostler's end leading. In all cases when a staff is being received from or delivered to, or when an exchange of staffs takes place with Signalling Personnel on platform level or ground level, the locomotives shall be brought to a stand in order that the exchange may be affected safely.	0
In all other circumstances	
Pushing Trains	
When employee leaves the leading vehicle to attend to the points	0
When passing around any curve of less than 180 metres radius	10
On running lines	15

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4. SPECIAL SPEED RESTRICTIONS

OTHER SPECIAL SPEED RESTRICTIONS	MAXIMUM SPEED KM/H
Weighbridge	
i. Locomotives or vehicles over Weighbridge Relief track	10
ii. Locomotives or vehicles over Weighbridge	5
When setting back over a level crossing not provided with gates	10
Sprinter Rail Car Trains when the Driver is delivering or receiving a staff or delivering a ticket	10
When inspecting moving trains	
All locomotives involved in shunting operations or when running in any locomotive depot within the T.R. Point	15
Single line working	
Over points which become facing points, when the traffic of a double line is being worked over a single line	15
When exchanging staff (ordinary type) from a platform at locomotive cab height	25
When exchanging miniature staff by hand from a platform at locomotive cab height when a cane carrier is used	30
Light Locomotives (Single Or Multi – Unit)	
A class diesel electric (V/Line Only)	115
N class diesel electric (V/Line Only)	115
S class (hostler's end leading), X class (Nos. 45 to 52 inclusive, long-end leading, XR (No. 2 end leading), GM (No. 2 end leading).	50
Y class steam locomotive (funnel first)	60
Y class diesel electric	65 #
Y class diesel electric (upgraded)	100 #
All steam locomotives (tender first)	50
All steam locomotives (funnel first) except for Y class	80
All light locomotives except for the above classes	100

Note # Upgraded Y class locomotives, as shown in the Network Service Plan Addenda

PUSHING TRAINS ON RUNNING LINES

Subject to the Conditions laid down in the Book of Rules and Operating Procedures, permission is given for trains to be pushed on Running Lines at the following locations under the conditions shown:

LOCATIONS	ADDITIONAL REMARKS
Ballarat to North Ballarat Workshops	Number of vehicles not to exceed 15 bogie vehicles.
Mildura to Shell / Mobil Oil Siding	Not to exceed 8 bogie vehicles. During daylight only.

5. MAXIMUM AUTHORISED LENGTH OF TRAINS

Unless special authority is given by the Operations Manager, Regional Network and Access, no train may exceed 1200 metres (including locomotives) in length. Any number of vehicles may be attached to trains provided that the length limit is not exceeded. Where possible, vehicles fitted with ITV brake valves must be marshalled in the leading 800-metre portion of any train consist. Where this is not practical, the driver must make a minimum 100 kPa brake pipe reduction for all applications to ensure satisfactory release of brakes.

The following exceptions apply:

- (a) Freight trains on the ARTC standard gauge interstate corridors between ALBURY, MELBOURNE and WOLSELEY may be permitted to operate up to 1500 metres (including locomotives), in length. Any number of vehicles may be attached to these trains provided that the length limit is not exceeded. To enable the operation of trains up to this length the following criteria must be met
 - i. At least 60% of the vehicles on the train must be fitted with WF2 diaphragm brake valves (or better);
 - ii. The balance of the vehicles on the train may be a mixture of Improved Triple Valves (ITV) and diaphragm equipment however no more than 5% of the total consist can be ITV equipped.
 - iii. All empty vehicles or loaded vehicles below 28 tonnes gross are to be marshalled in the rear 2600 tonnes portion of the train.
 - iv. Trailing load is not to exceed 5000 tonne gross. It remains the responsibility of any operator to confirm intended train lengths can be accommodated by interstate rail authorities once the train departs the Network or terminal operators once the train arrives at a destination within the Network.
- (b) Block grain trains are to operate with train lengths not exceeding 900 metres, (including locomotives).
- (c) Any train consisting of empty passenger carriages only may convey a maximum of 30 passenger vehicles, subject to a maximum load of 915 tonnes.
- d) Where Freight Trains in excess of 960 meters but less than 1200 meters operate between DEER PARK WEST JUNCTION and BUNGAREE DEVIATION EAST where opposing or passing passenger trains are running the following will apply
 - i) The over length train is to be held at the arrival signal on the Main Line and the short train put into either the Main or loop track
 - ii) Over length trains are not to be put into the loop track at ROCKBANK but held back as above
 - iii) Down over length trains are not to be progressed for routing into the loop at BANK BOX or held at the down arrival signal at that location
 - iv) Where an over length train is to be routed into the loop and there is overhang but clear of the fouling circuitry, the opposing or passing train is to be "checked" through on the main line, the driver of the train being checked must be advised of the circumstances

6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS

RULING GRADE LOADS

DOUBLE HEADED LOADS

The load, which may be hauled by two locomotives, is the combined load of the locomotives employed subject to the maximum load and vehicles limit shown, and to any compensation for multiple unit operation of certain locomotive types.

MULTIPLE UNIT LOADS

The Ruling Grade Load tables in the Train Operating Data include compensated loads for some locomotive classes in multiple unit working. The classes of locomotive which have loads for both single and multiple unit working are the A, H, P, T and Y classes. The B, G, GM, N, S, X and XR class locomotive retain one load for both single and multiple unit working.

Multiple unit compensation is necessary because of the different operating characteristics of each class of locomotive. Each class of locomotive has a rated speed at which it develops its maximum tractive effort. These speeds differ but basically they can be put into three groups as follows.

Rated speed for maximum locomotive tractive effort

GROUP 1		GROUP 2		GROUP 3	
A	23.5 km/h	G	19.5 km/h	H	14.0 km/h
C	24.5 km/h	N	19.5 km/h	P	14.5 km/h
		S	19.5 km/h	T	13.0 km/h
		B	18.0 km/h	Y	15.0 km/h
		GM	20.0 km/h		
		XR	20.0 km/h		
		81	19.5 km/h		
		BL	19.5 km/h		
		EL	20.0 km/h		
		DL	19.5 km/h		
		X	20.0 km/h		

For example, when an A class and a T class are coupled in multiple unit, there is a difference of 10.5 km/h in their rated speeds. A T class locomotive cannot develop as much tractive effort at a speed of 23.5 km/h when the A class develops its maximum tractive effort, as it can at 13.0 km/h. Therefore if their solo loads were added together, there would not be sufficient effort and the train would become overloaded. The multiple unit loads take this into account and reduce the combined ruling grade load so that train overloading does not occur.

To use the ruling grade load tables, one extra decision has to be made for A, H, P, T and Y class locomotives.

Is the locomotive in a multiple unit consist which includes a locomotive or locomotives from another Organisation?

The two columns are then applied as follows:

T OR P SOLO OR MULTI WITH H, P, T OR Y CLASSES	T OR P MULTI WITH OTHER CLASSES
Use when a T or P class is solo or when in a multiple unit consist of H, P, T or Y class only	Use when a T or P class is in a multiple unit consist which includes any locomotives which is not a H, P, T or Y class

EXAMPLES:	LOCOMOTIVE(S)	LOADS TO USE
	T	T (solo)
	T + Y	T (solo) + Y (solo)
	A + T	A (mu) + T (mu)
	N + T + H	N + T (mu) + H (mu)
	N + X	N + X
	S + B + T	S + B + T (mu)

Note In a number of sections it will be found that the solo load and the multiple unit load are the same. This is because sectional loads have not yet been revised.

6. RULING GRADE LOADS AND PERMISSIBLE OVERLOADING OF TRAINS

RULING GRADE LOADS INDICATED IN BOLD TYPE

The loads indicated in “Bold” type for each column of each table of Ruling Grade Loads is the maximum through ruling grade load permitted to be hauled by the respective class of locomotive over the entire corridor shown. Other loads shown are the maximum sectional loads between specific locations.

RULING GRADE LOADS INDICATED AS ‘...’ TYPE

Where no load tonnage is shown and only two dots are indicated, the next load shown beneath the dots shall be applied for the section concerned.

EXAMPLE:

Tottenham Yard to:	
Newport	3200
Lara	..
Nth Geelong ‘C’ Box	2790

Therefore the load between Newport and Lara, and Lara and North Geelong ‘C’ Box is 2790 tonnes.

PERMISSIBLE OVERLOADING OF FREIGHT TRAINS

AUTHORISED OVERLOADS

The schedule loads specified for Freight trains on both broad and standard gauge lines may be exceeded by the following authorised overloads:

LOCOMOTIVES	PERMITTED OVERLOAD
Train hauled by A, B, G, GM, N, S, X, XR class locomotives	25 tonnes
Train hauled by H, P, T, Y class locomotives	15 tonnes

A train being hauled by locomotives working in multiple is authorised to have an overload not exceeding that allowed to the least powerful locomotive in the consist.

EXAMPLES:

LOCOMOTIVES IN MULTIPLE	PERMITTED OVERLOAD
Train hauled by T and X class locomotives	15 tonnes
Train hauled B, S and Y class locomotives	15 tonnes
Train hauled B and X class locomotives	25 tonnes

Where a train is hauled by two or more locomotives of the same class, the authorised overload will be the sum of the overload for each locomotive.

EXAMPLES:

LOCOMOTIVES IN MULTIPLE	PERMITTED OVERLOAD
Train hauled by A and A class locomotives	50 tonnes
Train hauled by T and T class locomotives	30 tonnes
Train hauled by Y, Y and Y class locomotives	45 tonnes

GRAIN TRAIN LOADS

Where separate loads are provided for grain trains, these shall only apply to the locomotive or locomotive combination specified in that column. For other multiple unit consists on grain trains use the normal Freight train load.

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

MAXIMUM LOADS OF PASSENGER TRAINS

The maximum load of any passenger train consisting of automatic coupled vehicles only is 915 tonnes.

PASSENGER VEHICLES NOT TO BE ATTACHED TO FREIGHT TRAINS AND FREIGHT VEHICLES NOT TO BE ATTACHED TO PASSENGER TRAINS

Unless authorised by the Operations Manager, Regional Network and Access, Passenger vehicles shall not be attached to Freight trains and Freight vehicles shall not be attached to Passenger trains.

OPERATION OF 'Y' CLASS DIESEL ELECTRIC LOCOMOTIVES

'Y' class diesel electric locomotives are permitted to operate on all line sections indicated for a 'T' class diesel electric locomotive up to a maximum speed of 65 km/h. Upgraded Y class diesel electric locomotives (as shown in the Network Service Plan Addenda) may operate up to a maximum speed of 100km/h.

V/Line Passenger 'Y' class diesel electric locomotives are limited to hauling a maximum of 75% of the specified 'Y' class diesel electric locomotive sectional grade loads unless prior agreement has been reached with the Operations Manager, Regional Network and Access – Telephone (03) 8414 8659 (ISDN 8659).

Other Operators 'Y' class diesel electric locomotives may operate to loads specified for 'Y' class diesel electric locomotives shown in the Network Operating Restrictions.

VIGILANCE CONTROL EQUIPMENT ON LOCOMOTIVES

All locomotives operating as lead units on running lines in areas within the Network must be fitted with approved Vigilance Control Equipment. Locomotives will not be permitted to operate over any portion of the Network unless the equipment is operational.

Exceptions:

- 'Y' Class locomotives
- Current Victorian Historical Locomotives (including steam locomotives) not fitted with Vigilance Control Equipment.
- Rail tractors at locations where tractors are authorised to shunt on the Main Line within Station Limits.

UNDER NO CIRCUMSTANCES ARE LOCOMOTIVES TO BE OPERATED ON RUNNING LINES UNDER DRIVER ONLY CONDITIONS UNLESS THE LOCOMOTIVE IS FITTED WITH OPERATIONAL VIGILANCE CONTROL EQUIPMENT.

TRAIN / TRACK MACHINE COMMUNICATIONS EQUIPMENT

All locomotives operating as lead units on running lines within the Network must be fitted with approved Communications Equipment.

The equipment on **Locomotives** will comprise of the following:

- End to End Local Radio
- Train to Base Radio

OR

- ICE radio, either RRCN or NTCS capable

ICE = IN CAB EQUIPMENT – defined by the ARTC NTCS service (for Standard Gauge) or defined by the V/Line RRCN service (for Broad Gauge). This is the replacement of the NUTR train to base equipment.

The equipment on **Track Machines / Track Vehicles** when travelling through the Network will comprise of the following:

- Portable Train to Base Radio

NO LOCOMOTIVE IS PERMITTED TO OPERATE AS A LEAD UNIT OVER ANY PORTION OF THE NETWORK UNLESS THE REQUIRED COMMUNICATIONS EQUIPMENT IS FITTED AND OPERATIONAL.

Under Special circumstances when authorised by the Operations Manager, Regional Network and Access, portable radio equipment may be utilised.

Except in cases of emergency, application for authority to utilise portable equipment must be forwarded to the Operations Manager, Regional Network and Access, at least 14 days prior to the operation of the special train.

Portable Train Radio equipment is authorised for use on Track Machines / Track Vehicles travelling through the Network.

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

The use of hand held end to end local units is authorised on the following rolling stock:

- Current Victorian Historical Locomotives (including Steam locomotives), and
- Rail Tractors at locations where Rail Tractors are authorised to shunt on running lines within Station limits.

Mobile Telephone communication is not to be utilised for trains or Track Machines / Track Vehicles operating on Running Lines unless specially authorised by the Operations Manager, Regional Network and Access.

DIESEL FORDSON RAIL TRACTORS

Loads and Speed Under Own Power

Grade	Rt nos. 3-39 tonnes	Rt nos. 40,42,43, 45-53 tonnes	Maximum speed km/h
1 in 40	42	48	15
1 in 50	51	58	15
1 in 75	70	79	15
1 in 100	83	95	15
1 in 150	103	117	15
1 in 200	117	132	15
Level	190	210	15

Rail Tractor No 54 when operating within the confines of Echuca Yard shall be restricted to:

- A maximum speed of 10 km/h when hauling wagons.
- A maximum speed of 15 km/h when running light under its own power.
- A maximum trailing load of 450 tonnes without automatic air brake connection to trailing loaded or empty vehicles.

When Rail Tractors are hauled as part of a Freight train, the following shall apply:

- As Rail Tractors (except RT No. 54) do not have an air brake, but are through piped, all instructions regarding non air-baked vehicles shall be complied with.
- The Controlling Maintenance Depot Foreman shall arrange to have the driving chains removed and placed in the cabin, the cabin doors locked, and for a card to be attached advising that the 'RT' is not air-braked.
- The Rail Tractor is to be attached behind the locomotive and the maximum load of the train behind the Rail Tractor shall be limited to 2400 tonnes.
- The maximum speed of the train shall be 65 km/h subject to any lesser speed restrictions that may apply.

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

Communications – Radio Channels

TRAIN TO BASE RADIO CHANNELS AND TELEPHONE NUMBERS (TRAIN CONTROL)

ROOM	CONTROL LINES AND AREA	NUTR RADIO CHANNEL	EXTERNAL TELEPHONE	INTERNAL TELEPHONE	
1	REGIONAL RAIL LINK SIGNALLING ZONE 2 SPENCER STREET 15/16 to SPION KOP AND MELBOURNE YARD		(03) 9619 1060 (03) 9619 7501	11060 17501	
2	MELBOURNE – BALLARAT – ARARAT NORTH GEELONG – MARYBOROUGH (including Yard) at Signal Post MYB 28	3 3	(03) 9619 1067	11067	24 hours
	MARYBOROUGH at Signal Post MYB 28 – YELTA	5			
	OUYEN – PANITYA	5			
	DUNOLLY – INGLEWOOD	5			
	INGLEWOOD – ROBINVALE	8			
	KORONG VALE – MITTYACK	8			
	ARARAT – MARYBOROUGH / MOOLORT	5			
3	SENIOR TRAIN CONTROLLER		(03) 9619 1077 (03) 9619 1073 0438 515 547	11077 11073	24 hours
	<i>During periods of Emergency Evacuation only</i>				
4	MELBOURNE – BAIRNSDALE LATROBE RFR CONTROL PANEL	7	(03) 9619 1065	11065	24 hours
	<i>During periods of Emergency Evacuation only</i>		0437 749 863		
5	MELBOURNE – WARRNAMBOOL	8	(03) 9619 1062	11062	24 hours
4/5	MURTOA – HOPETOUN	6/ ICE			
4/5	DIMBOOLA – YAAPEET	6/ICE			
6	MELBOURNE – BENDIGO BENDIGO – SWAN HILL – PIANGIL BENDIGO – MOULAMEIN – DENILIQUN EAGLEHAWK – INGLEWOOD	4 4 4 4	(03) 9619 1068	11068	24 hours
7	REGIONAL RAIL LINK SIGNALLING ZONE 3 SOUTH KENSINGTON TO DEER PARK TO MANOR JUNCTION/DEER PARK WEST INCLUDING SUNSHINE GEB SIDING		(03) 9619 4706	14706	Room Closed 0130hrs – 0700hrs Sundays
8	FUTURE TRAIN CONTROL ROOM				
9	FUTURE TRAIN CONTROL ROOM				
10	SUNSHINE – BROOKLYN BROOKLYN – NEWPORT (WEST LINE)	12 12	(03) 9619 1722	11722	24 hours
	MELBOURNE – TOCUMWAL	12	(03) 9619 1061	11061	24 hours
	SHEPPARTON – DOOKIE	12			
	TOOLAMBA – ECHUCA	12			
	SUPPORT		(03) 9619 1070	11070	24 hours
	MANAGER TRAIN CONTROL		(03) 9619 5162	15162	
	FAX		(03) 9619 7466	17466	

ICE = IN CAB EQUIPMENT – defined by the ARTC NTCS service (for Standard Gauge) or defined by the V/Line RRCN service (for Broad Gauge). This is the replacement of the NUTR train to base equipment.

NUTR = NON-URBAN TRAIN RADIO

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

RECORDED TELEPHONE SERVICES

In addition to Centrol a number of Signalling locations are provided with voice recording facilities for both telephone and local radio services

Any communications with the Signallers that relate to Train Running or Safeworking matters are to be conducted via a recorded service at locations where these where these facilities are provided

When a telephone or radio call is received via a non recorded service that relates to a Safeworking or Train Running matter the Signaller receiving that call must immediately advise the caller of the recorded number or radio channel for that location and arrange for that call to be re established on a recorded service.

Detail of these services are shown on the following table

ADMINISTRATIVE CHANNELS

Administrative Channels are controlled by the yard or location to which they apply. The Driver may switch to them for relevant administrative purposes. Administrative Channels are not provided for the passing of shunting commands.

When a Train or Track Machine Movement is required to change Radio channels in an administrative area, the driver must inform the administrator of the change. This is necessary so that the administrator will be able to communicate with the driver on the new channel.

Detail of these services are shown on the following table

SAFEWORKING CHANNELS

Specific Safeworking channels are provided to reduce congestion on the Local Train Radio channel (Channel 1) during times of emergency or safeworking irregularity at the discretion of the local Signaller, RFR Line Signaller or Train Controller. Train Drivers are to select these channels when instructed to do so by the relevant Signaller or Train Controller.

Detail of these services are shown on the following table

SHUNT CHANNELS

Shunt Channels are provided for the purpose of transmitting shunting commands between ground-staff and the Driver. The Driver should select the Shunting Channel when instructed to do so by relevant ground-staff or yard supervisors.

Detail of these services are shown on the following table

SIGNAL BOX CHANNELS

Specific Signal Box channels are provided for the request and granting of local moves between the Train Driver and Signaller or Train Controller. The Driver may select the channel as required.

Detail of these services are shown on the following table

CLOSED USER GROUP (CUG) CHANNEL

A Closed User Group channel is provided in the Geelong area to enable direct communication between the following parties: the signallers at North Geelong C Box, Geelong Regional Signalling Centre and the yard supervisor at North Geelong Yard. The only stations authorised to use this channel are those listed. No other party is authorised to switch to this channel.

Detail of these services are shown on the following table

RADIO CONTROLLED YARD LIGHTING CHANNELS

Radio controlled yard lighting channels are provided for the remote switching of yard lighting by the local radio. To operate yard lighting the Driver must select the required channel on the local radio and then key the transmit button. Yard lighting will then switch on and remain on for a predetermined period.

Detail of these services are shown on the following table

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

CREW CHANNEL

The Sidings Shunt channels are provided for Train Crew controlled shunting procedures. at locations where a defined shunting channel is not provided

LOCATION:	CHANNEL NO: VERSION 10.5
Siding Shunt No. 2	2
Siding Shunt No. 3	3
Siding Shunt No. 4	4

GANG CHANNEL

The Gang Channel is provided for communication within and between infrastructure maintenance gangs working on rail easements. Only maintenance staff are authorised to use this channel.

The Officer In Charge of any track-side maintenance gang must also maintain communication arrangements with local or passing traffic on the Local Train Radio channel.

LOCATION:	CHANNEL NO: VERSION 10.5
Gang Channel	49

LOCAL TRAIN RADIO

The Local Train Radio channel is the default channel provided for all general and/or roll-by communications between Drivers, Signallers and authorised staff on the rail easement at locations where specified channels are not provided.

The Local Train Radio channel is also known as the End to End channel.

Local Train Radio is not provided for shunting; it is not an authorised shunting channel; shunting is not permitted on it.

LOCATION:	CHANNEL NO: VERSION 10.5
Local Train Radio (End to End)	1
Maryvale Branch Line	153

OFF-TRAIN COMMUNICATIONS

The off train communications channel is provided for use by train crews as part of established emergency procedures and/or authorised cab-unattended procedures.

LOCATION:	CHANNEL NO: VERSION 10.5
Off-Train Communications	5

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS	CLOSE USER
MELBOURNE AND METRO AREAS							
West Tower	9619 6415 9619 6417	157		9			
Melbourne Docks (Appleton Park)			Shunt 1: 17 Shunt 2: 20	91			
West Swanston Dock			58				
Brooklyn		157	22				
Tottenham Yard		157	Shunt 1: 12 Shunt 2: 15	10			
Sunshine GEB			23				
South Dynon Fuel Point			51	6			
South Dynon Maintenance Centre			25				
Southern Cross SM				97			
Southern Cross Yard Master - Shunters				156			
Southern Cross Yardmaster - Crews				157			
Stony Point Line		156					

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS	CLOSE USER
CRT - Laverton			66				
SCT - Laverton			84				
Dynon Creek Siding			112				
Dynon Intermodal			Shunt 1: 27 Shunt 2: 85 Shunt 3: 87 Shunt 4: 58	52			
El Zorro - Newport			99				
Steamrail - Newport			29				
Melb Metrol Plant Trains			109				
MURLA Haulage			61				
GEELONG CORRIDOR							
Little River Geelong	52266451 Int 26451	151					
North Shore Yard		151				9	
Nth Geelong C		151					39
Nth Geelong Yard			Shunt 1: 34 Shunt 2: 26 Shunt 3: 21	38			39
Nth Geelong Wagon Maintenance							110
Geelong Fuel Point			95				
Geelong Grain Loop			45				
Geelong	52266451 Int 26451	151					39
Geelong Yard		151	36	37			
Geelong Car Cleaners							16
South Geelong			41				
Marshall		151	25				
BALLARAT CORRIDOR							
Deer Park Ballarat		152					
Bacchus Marsh	53378591 In 28591	152					
Ballarat East Loco			228				
Ballarat	5337 8596	152	212				
Wendouree	Int 28596	152					
BALLARAT – YELTA CORRIDOR							
Maryborough		152	21				
Dunolly			21				
Donald Sub						10	
Donald Loop						10	
Donald Yard						9	
Mildura Cement						9	
Merbein						10	
Ouyen			19				
KORONG VALE CORRIDOR							
Charlton Grain			20				
Nullawil Grain			21				
Sea Lake Grain			20				
BENDIGO CORRIDOR							
Kyneton	9619 7480	153	59				
Bendigo	Int 17480	153	23		24		

NETWORK SERVICE PLAN



7. OTHER GENERAL OPERATIONAL RESTRICTIONS

LOCATION	S – BOX PHONE	SW CHANNEL	SHUNT	ADMIN	SIGNAL BOX	YARD LIGHTS	CLOSE USER
ECHUCA CORRIDOR							
Echuca			19				
SWAN HILL CORRIDOR							
Swan Hill			23				
Woorineen Grain			20				
SEYMOUR CORRIDOR							
Somerton yard					24		
Craigeburn		154					
Kilmore East		154					
Seymour		154					
Mooroopna			21				
Shepparton			21				
TRARALGON CORRIDOR							
Pakenham Traralgon		155					
Warragul		155	21				
Traralgon	9619 1069 Int 11069	155	23				

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

STANDARD SIGNALLING LOCATION OPERATING HOURS

NORMAL SIGNAL BOX AND SIGNALLED LOCATIONS – OPERATING HOURS AND BLOCK WORKING HOURS FOR DOUBLE LINE BLOCK SECTIONS

LOCATION	AREA OF CONTROL	TIMES OF OPERATION	COMMENTS
WEST TOWER	Access to NORTH DYNON and MELBOURNE YARD	24/7	V/Line Network Services Department Employees Attended Location interacts with VRTC, ARTC and MTM.
LATROBE REGIONAL SIGNAL CONTROL	DOWN side PAKENHAM to UP side TRARALGON	24/7	Signal Control located at 628 Bourke St, Melbourne V/Line Network Services Department Employees (Train Control Centre)
TRARALGON	Safeworking Location – Block Station for TRARALGON Station and Yard	Required to be attended for all trains. Staff Exchange Box (unattended) used for through trains no follow on cross movements Emergency backup for Latrobe RFR Corridor.	Attended by VLP employees Attended by Control Train Control staff during Emergency
SALE	Safeworking Location – Block Station for SALE Station and Yard	Open and Close location with long Train Staff Working. Staff Exchange Box (unattended) used for through trains no follow on cross movements	Attended by VLP employees
BAIRNSDALE	Safeworking Location – Terminal Block Station	Driver in Charge conditions	Driver in Charge conditions apply for all other traffic one train only No Follow on
NORTH GEELONG “C”	Attended Location Switch In and Switch Out – Access to North Geelong Yard (Ballarat End) and Grain Loop and Broad Gauge departures to Melbourne and North Shore Yard and from and to North Shore Yard via the CIGL	Monday to Friday 07:00 Hours until 21:30 Hours. Saturday: Closed. Sunday: Closed.	V/Line Network Services Department Employees
GEELONG SIGNAL CONTROL	Attended Location. Signal Trains between WERRIBEE – GEELONG and MARSHALL	24/7	V/Line Network Services Department Employees
SOUTH GEELONG	Block Station. Attended Location for South Geelong Station and Yard	Monday to Friday 03:45 Hours until 23:30 Hours. Saturday: Closed. Sunday: Closed.	VLP employee operates signalling for Passenger and Freight traffic
CAMPERDOWN VLINE LOCATION	Camperdown Station and Yard	Monday to Friday 05:13 Hours – 16:15 Hours & 17:00 Hours – 21:40 Hours. Saturday: Closed. Sunday: Closed.	Attended by VLP employees
WARRNAMBOOL VLINE LOCATION	Station and Yard	Driver in Charge conditions for train only	Additional requirements to be made for out of hours train working
BALLARAT SIGNAL CONTROL	Signalling of all trains between Sunshine and Ballarat	05:50 Hours Sunday to 01:30 Hours the following Sunday	V/Line Network Services Department Employees operates signal control centre
ARARAT	Signalling into Ararat Broad Gauge Platform	24/7	Operated from Train Control Centre, 628 Bourke Street, Melbourne
MARYBOROUGH	Attended Location Maryborough Yard crossing of trains and Moolort/Ararat Branch lines	Sunday: 07:00 Hours to 15:10 Hours & 17:45 Hours to 01:20 Hours next day. Monday: 06:00 Hours to until 03:00 Hours following Saturday. Saturday: 06:00 Hours to 14:00 Hours & 17:45 Hours to 01:20 Hours next day.	V/Line Network Services Department Employees
DUNOLLY	Access to Yard and Inglewood Branch line	No scheduled trains on secondary corridor.	
OUYEN	Access to Yard and Pinnaroo Branch line	No scheduled trains.	

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

NORMAL SIGNAL BOX AND SIGNALLED LOCATIONS – OPERATING HOURS AND BLOCK WORKING HOURS FOR DOUBLE LINE BLOCK SECTIONS

LOCATION	AREA OF CONTROL	TIMES OF OPERATION	COMMENTS
BENDIGO	Signalling of all trains between Sunbury and Bendigo	05:00 Hours Sunday to 02:00 Hours the following Sunday	Operated from Train Control Centre, 628 Bourke Street, Melbourne
SWAN HILL	Swan Hill Yard and Signalling	No Scheduled Freight Trains	Driver in Charge for Pass trains V/Line staff assist for run-around
ECHUCA	Access to Echuca Yard and Toolamba and Deniliquin Branch Lines	Monday to Friday 06:00 Hours - 20:00 Hours. Saturday: 06:00 Hours – 11:00 Hours Driver in Charge – 8071/8072 19:00 Hours – 22:00 Hours. Sunday: 08:00 Hours – 10:00 Hours Driver in Charge – 8071/8072 19:30 Hours – 21:30 Hours.	V/Line Network Services Department Employees
WALLAN	Double Line Block Location – sectional block – Switch In and Out location for Termination of Trains	Monday to Friday 05:30 Hours - 21:30 Hours. Saturday: Closed. Sunday: Closed.	Rostered for Passenger train follow on
KILMORE EAST	Double Line Block Location – sectional block – Switch In and Out location and Access to Apex Quarry and Station siding Termination of Trains	Monday to Friday 05:10 Hours – 23:25 Hours Saturday: Closed. Sunday: Closed.	Rostered for Passenger train follow on and scheduled NE General Freight trains
BROADFORD	Double Line Block Location – sectional block – Switch In and Out location	Monday to Friday 04:55 Hours - 09:00 Hours. Saturday: Closed. Sunday: Closed.	Rostered for Passenger train follow on
SEYMOUR	Double Line Block Location – sectional block and terminal location and access to Station and Loco Yard and Shepparton Line.	Sunday: 06:00 Hours - 23:30 Hours Monday: to Friday 02:50 Hours to 01:20 Hours Next Day Saturday: 06:00 Hours to 01:30 Hours Next Day	V/Line Network Services Department Employees – Two shifts Monday to Sunday
SHEPPARTON	Access to Shepparton Yard and Sidings and Tocumwal and Dookie lines	24/7	Signal Control located at 628 Bourke St, Melbourne V/Line Network Services Department Employees (Train Control Centre)

Note VRTC means Victorian Rail Track Corporation

VLP means V/Line Operations Department

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

SUB-STANDARD CLEARANCES

The 1994 Book of Rules and Operating Procedures Section 10, Rule 18 Clause (c) requires train crews to keep their bodies wholly within the cabin of moving locomotives.

Structures that do not comply with the Minimum Structure Gauge 1963 Standard are identified as indicated hereunder:

- High visibility 1500 mm x 1200-mm black and white retro reflective hazard markers attached to the structure as indicated hereunder.
- A sign warning the track force not to adjust the existing track geometry.

LINE	LOCATION	STRUCTURE	DISTANCE KMS	DETAILS
SUNBURY – BENDIGO	RUPERTSWOOD	Bridge	39.638	Concrete Pylon Up End
	RIDDELLS CREEK	Bridge	59.377	Bridge Foul
	GISBORNE	Bridge	62.133	Wall of Bridge Foul (Up/Dn)
	MACEDON	Bridge	72.040	Wall of Bridge Foul (Dn)
	WOODEND	Bridge	77.966	Wall of Bridge Foul (Dn)
	KYNETON	Bridge	89.744	Wall of Bridge Foul (Up/Dn)
	TARADALE	Bridge	111.298	Wall of Bridge Foul (Up/Dn)
	KANGAROO FLAT	Bridge	157.667	Side Wall of Bridge Foul (Up/Dn)
	GOLDEN SQUARE	Bridge	159.666	Side Wall of Bridge Foul (Up/Dn)
CRAIGIEBURN – SEYMOUR	BROADFORD	Signal	75.480	Signal No 18 Post Foul
	BROADFORD	Bridge	76.050	Road Overbridge
	KILMORE EAST	Building	63.485	Down Track
SEYMOUR – TOCUMWAL	SHEPPARTON	Signal	182.000	No. 5 Road
WERRIBEE – WARRNAMBOOL	LITTLE RIVER	Down Pipe	47.250	Down Pipe on Platform Foul
	GEELONG	Tunnel	74.000	Wall of Tunnel
	SOUTH GEELONG	Signal	74.500	Signal Post, No. 2 Road, Foul
	WINCHELSEA	Veranda on Platform	114.000	At Up End
	WARRNAMBOOL	Light Pole	267.050	Down End No. 2 Road
SUNSHINE – ARARAT	BACCHUS MARSH	Bridge	61.185	Restricted vertical clearance
NORTH GEELONG – YELTA	MERBEIN	Bridge	580.600	Down side of pylon foul
	MARYBOROUGH	Light Poles	223.819- 224.162	Substandard clearances from No.2 and No.3 Roads
	MARYBOROUGH	Station Pit	223.870	Track centres substandard between No.1 and No.2 Roads (No signs)
PAKENHAM – BAIRNSDALE	BAIRNSDALE No: 2 Track Up End	Key Switch Box	274.600	Sub-Standard Clearance
SOUTHERN CROSS AND REGIONAL ACCESS LINES	UP DUAL GAUGE LINE– Up end of Dudley St Bridge	2.4m High Security fence	0.900 – 0.990	Security Fence along Y wash road. 2.123m from nearest track.

NETWORK SERVICE PLAN

7. OTHER GENERAL OPERATIONAL RESTRICTIONS

OPERATION OF PASSENGER TRAINS ON FREIGHT LINES

Due to historical operations or contingency arrangements in the event of disruptions, the Network Service Plan lists passenger trains that can be permitted to operate on a number of freight lines. However, due the differing maintenance regimes and standards that apply to the freight network, the listings in the Network Service Plan should in no circumstances be taken as blanket approvals to operate passenger trains on freight lines. This details the process that must be followed for any passenger train to operate on freight lines.

Unplanned Use (usually as a result of network disruption / works)

Train Control to follow incident response procedures and contact the relevant Track Maintenance Supervisor to certify track prior to running the train. The Track Maintenance Supervisor must also advise the Train Controller of the maximum speed permitted for the passenger train. Also Train Control must ascertain the period between last used and if this is over 48 hours (refer to TON-0226-07 Infrequent Rail Traffic Patterns) then this instruction is to applied.

In the interest of clarity, freight lines include the following lines:

Newport to Brooklyn (West Line)

Brooklyn to Sunshine

South Kensington and Sims Street Junction (Via Freight Lines)

West Footscray Junction and Sunshine